passengers from ships) and Ma'alla are built on the northern and western slopes of Jebel Shamsan, the highest peak of the volcanic range of hills surrounding Crater. Jebel Shamsan is quite a presentable hill, for it is just over 1,700 ft. in height and was at one time adorned with a signal station.

The isthmus which joins Aden to the mainland is called Khormaksar and is as flat as the proverbial pancake. During the monsoon winds of summer it is a hellish place of drifting sand and it is here that the Royal Air Force have their station; the military and civil airport are also here. Close by the airport are the houses of the more senior civil and military officials and a few ordinary folk, who are, on the whole, much better paid than the officials, but of course not nearly so important. Originally there were only two rows of houses, one of brown houses and the other of white houses, and since they were inhabited mainly by officials, they were, not unnaturally, known as Downing Street and Whitehall. Now there are rows and rows of houses, all variations of the usual colonial box theme in architecture, incredibly ugly but reasonably comfortable, but I am glad to say Whitehall and Downing Street are still the really fashionable roads.

At the northern and landward end of the isthmus there is the town of Sheikh Othman with its pleasant gardens so well known to many tourists. Sheikh Othman was also, until quite recently, well known in a less desirable way to visitors and residents alike, but in modern times morals seem to have improved, and while the gardens have been enlarged, the other attractions have been reduced. The town was not acquired by any splendid feat of arms, but by a purely commercial transaction. It was bought from the Sultan of Lahej in 1882. Aden, on the other hand, was invested in 1839 by an armed expedition from India, carried in ships of the Indian Navy. The reason for this expedition is said to have been to punish an outrage which had occurred when the crew of an English ship wrecked on the coast near Aden were maltreated. In point of fact the probabilities are that the reason for our somewhat drastic action was because we wished to control the only good harbour between India and Egypt and use it as a coaling station

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

505 Port of Aden during 1951 was 4,338 with an aggregate tonnage of 18,715,839 and in 1952 the number was 4,620 with a tonnage of 20,477,679.

The number of country craft which entered the port during 1951 was 1,816 with an aggregate tonnage of 145,916 and in 1952 the number was 1,685 with a tonnage of 130,003.

The following table shows the nationality, number and tonnage of the vessels which entered the port during 1951 and 1952 :

	1951		1952	
Nationality	*Number*	*Tonnage*	*Number*	*Tonnage*
British . . .	2,355	11,115,667	2,381	11,451,779
French . . .	107	569,062	121	628,009
Italian . . .	295	895,565	329	1,153,821
American . .	216	981,976	214	948,655
Others . . .	1,365	5,153,569	1,575	6,295,409
	4,338	18,715,839	4,620	20,477,679

ROADS

[498] There are no railways in the Colony and communication between the townships is by road.

491 The main roads are constructed in bituminous macadam, and the carriage-ways vary in width from 20 feet to about 40 feet. Some secondary roads are similarly constructed. There are about eight miles of streets in the bazaar areas which have not yet been made up. As and when funds and materials permit, existing unmade roads are surfaced.

The Colony has :

Bituminous Macadam Roads	*Water-bound Macadam Roads*	*Unmade Roads*	*Miles Total*
57.20	7.30	11.97	76.47

[494] The total number of licensed vehicles was 3,215.

CIVIL AVIATION

508 There are two airfields in the Colony, Khormaksar, the official airport, and Sheikh Othman, maintained as a stand-by. Khormaksar 509 is controlled by the Royal Air Force which provides the Air Traffic Control, Flight Information and Meteorological facilities.

The construction of a civil airport within the limits of the Royal Air Force aerodrome at Khormaksar was completed early in 1952 and the new terminal building was officially opened by the Governor on 1st May, 1952. Arrangements are being concluded for International Aeradio Limited to instal and operate a Civil Aviation Aeromobile Communication Service and three W/T point-to-point circuits connecting with Karachi and Bahrein, Nairobi and Mogadishu, and Khartoum and Asmara. These services will commence early in 1953.

509 The Colony has been served by five international airlines : Aden

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

PART III

Chapter 1: Geography and Climate

131 THE Colony of Aden is situated in latitude 12° 47′ N. and longitude
361 45° 10′ E., about 100 miles east of the Straits of Bab-el-Mandeb on the southern coast of Arabia. It comprises :

(a) The Peninsula on which are situated the main town known as Crater, the modern harbour suburb known as Tawahi, adjacent to
[7/2] which is an area leased by the Township Authority to the Air Ministry for Royal Air Force and military purposes, and known collectively as Steamer Point but more particularly by the name of the spurs of Jebel Shamsan, on which buildings have been constructed, and lastly the Dhow Harbour and village of Maalla.

(b) The Isthmus known as Khormaksar.

(c) An area of land enclosing the modern harbour and extending north and west to the Little Aden Peninsula. The villages of Sheikh Othman, Hiswa, Imad, Buraikha and Fukum (the last two on the Little Aden Peninsula) are situated in this area, and it is on the Little Aden Peninsula that the new refinery and township are being built.

(d) The island of Perim.

133 The Aden Peninsula is high, rocky and of volcanic formation ;
504 Jebel Shamsan, its summit, is 1,725 feet high, and there are some
361 turreted peaks close to it. The harbour lies to the westward and north-west of the Peninsula. Dwelling houses and shops are constructed on the ridges of the mountain and in the valley between them where the ground is normally level. Crater, the main and original town, is situated at a distance of five miles from the modern harbour, and lies in the extinct volcano on the east of the Peninsula.

508 The isthmus is a flat, sandy plain on which have been laid out the
367 aerodrome and lines of the Royal Air Force, the Aden Protectorate
133 Levy Lines, the Singapore Lines, the golf course and polo ground. It is only 1,320 yards wide at its narrowest point near the Peninsula.

241 Cultivation occurs at Sheikh Othman in the form of a large vegetable
245 and fruit garden belonging to the Township Authority, and there are some privately-owned date-palms there. Hiswa also has several groves of palms, but with these exceptions there is no regular cultivation in the Colony.

133 Perim Island, situated in the Straits of Bab-el-Mandeb, is bare,
134 rocky and rather flat in appearance ; its highest point, about a mile northward at its southern extremity is 214 feet high. The surface of the island is grooved with dry water-courses and covered with coarse grass and stunted shrubs, the sub-soil being sand and conglomerate coral. Perim Harbour and False Bay, a small shoal light, lie on the
504 southern side of the island. It possesses a good small harbour on the south-west side, with an entrance 860 yards in breadth, and a small air landing ground.

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
Aden MMI

Britain provide for post-secondary education, but it is hoped eventually to develop Aden College to university standard. Working-class houses were being built to replace insanitary houses of matting, but the shortage of housing remained one of the most important problems. In 1952 a scheme which had been under discussion in Aden for five years, to supplement the existing civil hospital of 350 beds with a new 600-bed hospital, received Colonial Office approval. However, rising costs and delays in the supply of equipment have caused the postponement of plans to provide water-borne sewerage and to expand the electricity supply and the automatic telephone system, which were desirable to keep pace with the large increase in population.

Cable & Wireless Ltd provide cable and telegraph communication with all parts of the world and operate a radio telegraph station working to the countries of the southern Red Sea area. In 1950 a radio-telephone service was opened to Great Britain and the three British East African territories. In 1950 BOAC made Aden the base for its Red Sea services and formed a subsidiary organization called Aden Airways; regular services are available to all the surrounding territories by these and other air lines. The terminal building of a civil airport is still under construction. The garrison is under the command of the senior RAF Officer, Aden. Apart from RAF personnel the Aden levies, which are recruited locally and number some 2,000 men, are available for service in the Colony and on special duties in the Protectorate.

History

In Himyarite times and earlier, traffic in incense gave considerable prosperity to what is now Aden Protectorate. The main incense road to the Mediterranean, through Sana, Mecca, and Petra, started from Husn al-Ghorab (Raven Castle), a tiny rock-island off the Hadramaut coast, some 200 miles east of modern Aden. This land route survived with diminishing importance until about the sixteenth century. Towards the end of that century English traders began to look East, and in 1600 Queen Elizabeth granted a charter to the East India Company. Its primary object was to establish British trade in India in competition with their maritime rivals, the Portuguese and Dutch. As a first exploit an expedition was dispatched to Aden and the Red Sea, but, failing to open up a factory at Socotra, it was withdrawn in 1608. Next year a second expedition reached Aden, but Turkish permission to establish a factory was refused. In 1614 the Dutch, who had formed a rival East India Company